

IN THE CLAIMS:

The following listing of the claims replaces all previous listings of the claims and represents the claims Applicant currently wishes to be prosecuted.

1. [CURRENTLY AMENDED] A sensorless induction motor speed measuring method comprising ~~Process for measuring a speed of an induction motor operating~~ the motor under an applied null frequency status ~~and under sensorless control,~~ measuring electric effects on phase voltages induced by characterised in that it exploits a step transition between two levels of a static stator current phasor ~~to induce electric effects on phase voltages and from whose analysis~~ analyzing the electric effects to determine the rotor speed ~~is obtained.~~

2. [CURRENTLY AMENDED] ~~Process according to~~ The method of claim 1 wherein, under a control loss status, ~~characterised in that it provides passing firstly the static stator current phasor passes~~ from a frequency in which control has been lost; to ~~the an~~ applied null frequency status in which ~~(namely to the application of a stator current phasor unmoving in space);~~ is applied, and then measuring electric effects further comprises exploiting a following step transition towards a different stator current phasor width ~~in order to induce electric effects on phase voltages and from whose analysis the rotor speed can be obtained.~~

3. [CURRENTLY AMENDED] ~~Process for~~ The method of claim 1 further comprising placing ~~an controlling~~ an electric vehicle, actuated by an induction motor, ~~placed on a rampgrade, with released~~ releasing an accelerator of the vehicle, and activating, upon an applied null frequency status, a cyclic check procedure of adequacy and usefulness of the stationing phasor versus time by repeatedly measuring motor speed ~~characterised in that, starting from an applied null frequency status, it activates a cyclic check procedure of adequacy and usefulness of the stationing phasor by time repeatedly measuring the motor speed with the process according to claim 1.~~

4. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle according to~~ the method of claim 3, ~~characterised in that it~~ further comprising degrades ~~degrading~~ a stationing current with a ~~slow ramps~~ small slope by cyclically verifying adequacy and usefulness of decreasing current levels by repeatedly measuring ~~the motor speed with the process of claim 1.~~

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5. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle, actuated by an induction motor, placed on a ramp with released accelerator according to~~ The method of claim 4 and that further comprising, when the stationing current results are not adequate, ~~recovers recovering the~~ motor control by applying a frequency that ~~is next~~ corresponds to the measured speed and ~~makes it ramp-degraded~~ decreases the frequency towards a low frequency value to accompany the motor along the descent.

6. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle, actuated by an induction motor, placed on a ramp with released accelerator according to~~ The method of claim 5 with which it is possible to further comprising going to ~~the an~~ applied null frequency status when ~~the a~~ sign of the torque developed during the low-frequency controlled descent goes from negative, corresponding to (braking,) to positive, corresponding to (motive,) ~~for the at~~ a descent end.

7. [CURRENTLY AMENDED] ~~Process for controlling an electric vehicle,~~ The method of claim 2 further comprising, actuated by an when the induction motor is under ~~the a~~ control loss status ~~(having high slip and low motion torques) according to claim 2 and that recovers, recovering the~~ motor control by applying a frequency ~~that is next~~ corresponding to the measured speed and then delivers delivering the control to a line algorithm, ~~that modulates and modulating a the~~ re-tuning value frequency towards a value controlled by ~~the an~~ accelerator.